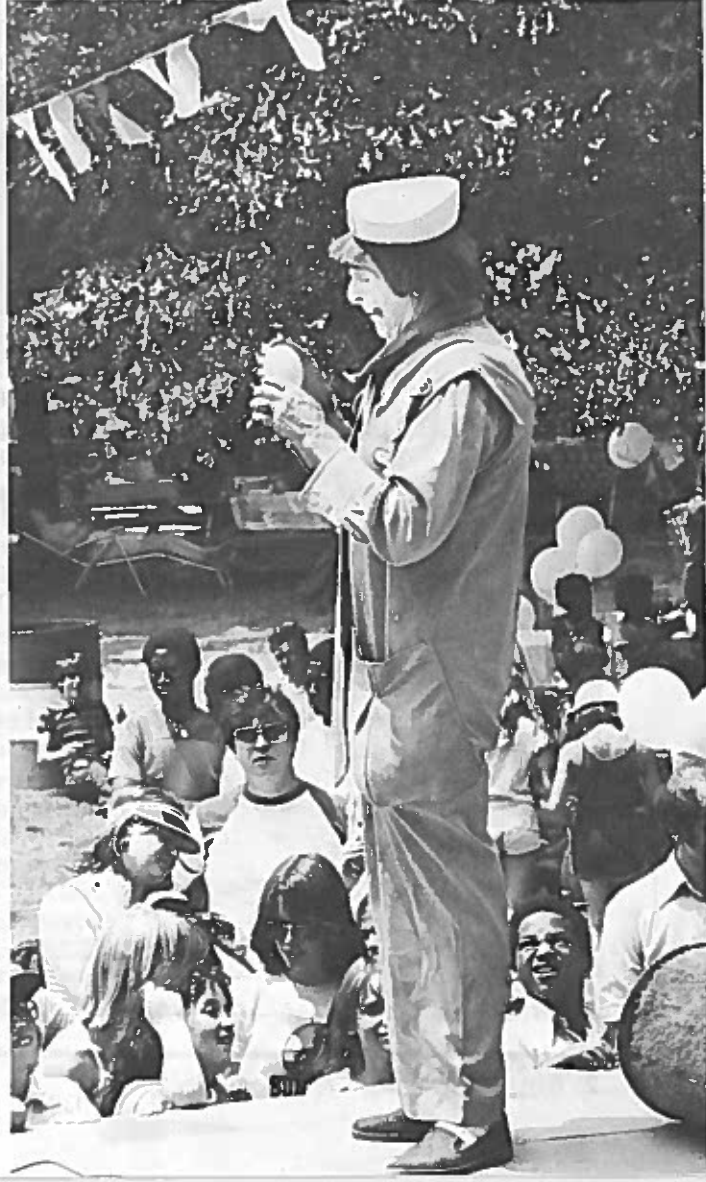


GRUMMAN plane news

Vol. 38, No. 15, August 3, 1979, Bethpage, N. Y.





Snip. Grumman Aerospace Chairman and President George Skurla, Bethpage Operations General Manager Bill Trillo and Executive Vice President John O'Brien (L to R) cut the ribbon opening the new Plant 2 extension. The 40,000 foot facility will help consolidate E-2C, A-6E and EA-6B assembly areas which had been in Garden City and Wyandanch.



Place of honor. A crane hoists an F-26 into position at NAS Miramar. The plane will be a permanent static display at the California facility.

Credit union note

Hurdman and Cranstoun, Certified Public Accountants, acting on behalf of the Supervisory Committee of the Bethpage Federal Credit Union, recently forwarded confirmation requests about share and loan balances to members whose permanent numbers are within the range of one through 102,999.

This is a routine audit operation prescribed by Federal Regulations for protection of the members. If your permanent number is within the range of one through 102,999 and you did not receive a confirmation request, please write your name, permanent number and telephone extension in the space below and submit it to:

Hurdman and Cranstoun, Plant 30

Name _____

Permanent No. _____ Ext. _____

what do you think?

President Jimmy Carter has been attempting to get a gas rationing plan through Congress. We asked some Grummanites from Plant 77 in Stuart, Florida, how they would manage if Congress ever passes a rationing plan. What do you think?

I've got a big car but I like the comfort and power steering you get in a big car. Maybe if I were faced with rationing I might go out and buy a small car. Even now, because of the price of gas, I don't use my car very much. I come to work and go home and shop at the grocery store on my way home. One of my sons lives in Mississippi. I used to drive there a few times each year but right now, with the price of gas so high and the gas stations closed on weekends, I've had to cut out that trip.



Mary Smith

If they ration gas, I could get back and forth to work but that would be about it. Here in Florida there's no way you can get anywhere without a car. I've got a truck I like to take camping. I wouldn't be able to go unless I saved up some gas, little by little, so I could take the trip once a year. I still think that the gas shortage is a phony. It was the same thing with the shortage of coffee and beef. As soon as the price goes up high enough, there'll be plenty of gas.



Bill Carpenter

Right now I only drive three and one-fourth miles to work although I've got a Buick with an eight cylinder engine that only gets about 11 miles per gallon. But I've got a unique situation. My family is still in Orlando and on



John Engel

Friday nights I drive 135 miles there and then its another 135 miles back. And on weekends we drive the children to little league, or go to church or do the shopping so I use a lot of gas. We plan to move to a house only two miles away which would be only 20 miles a week, so I could manage. Up in Orlando we have to drive the children to school. Here they would have the school bus so that would also be a big savings in gas.

My car gets 20 miles to the gallon but I travel 60 miles a day. That's a minimum of 15 gallons a week, over 60 gallons a month, just to



Paul Martin

get to work. If they ration gas, I'm out of luck. I don't know what I would do. I guess I haven't really thought too much about it because I've been hoping that they wouldn't have to ration gas. My wife works in a hospital near home. If I moved closer to my work, she'd have to go a lot further to her job, so it wouldn't really help much.

I only travel two and one fourth miles to work so I guess I could manage. I only use the car for traveling around town, to the grocery or somewhere.



Martha Bell

We've got three cars. My husband is in the lawn care business and he has to travel from one end of town to the other. I hope he'd get enough gas for his business if they ration it. We sometimes take a weekend trip but not very often. I suppose if rationing comes we can live with it.

at 217 Sherman St., Brentwood.

obituaries

CAROL L. FREDERICKS of Presentations Services, Plant 5, died June 3 at the age of 33. She had been with the company since 1968 and resided at 36 Spruce St., W. Hempstead.

KATHLEEN ROUCHET of Repro Services, Plant 15, died June 10 at the age of 55. She had been with the company since 1959 and resided at 17 Humphrey Dr., Syosset.

BERNARD F. COSENTINO of Prod. Cntl-Parts Control, Plant 2, died June 10 at the age of 52. He had been with the company since 1967 and resided at 85-20 88th Ave., Woodhaven.

CARMINE D. SURIANO of Elect. Wire Prep., Plant 44, died June 12 at the age of 57. He had been with the company since 1966 and resided

SALVATORE R. SINISCALCHI of Drafting, Plant 40, died June 12 at the age of 49. He had been with the company since 1964 and resided at 12 Dolphin Dr., Farmingdale.

JOSEPH D. GENTILE of Audit Liaison, Plant 30, died June 13 at the age of 51. He had been with the company since 1965 and resided at 8 Everit Pl., Smithtown.

ROBERT ZOLLNER of Elements and Mat. Test, Plant 12, died June 30 at the age of 56. He had been with the company since 1949 and resided at 8 Everit Pl., Smithtown.

LEONA E. BEVINGTON of Office Mgmt., Plant 5, died July 7 at the age of 56. She had been with the company since 1965 and resided at 316 Banbury Road, Massapequa.

From Bethpage to Moon, we remember lunarwalk

It was 10 years after the lunar landing, and all over the country people paused to remember the first footsteps on the Moon. The anniversary held special significance for the people of Grumman Aerospace.

On Thursday, July 12, the company presented a one-seventh scale replica of the LM to the town of Bethpage. Vice President-Engineering Tom Kelly made the presentation.

"When you think of the accomplishments of the Apollo program and of NASA and of Grumman," said Kelly, "you are really thinking about the individual care and craftsmanship of many thousands of people. And a number of these people live and work here in Bethpage. We all have reason to be proud."

"When you look at the Moon, what you can't see are the descent stages of the six LM's that are up there, and that will be up there for billions of years. And so it seems that a more visible reminder of our accomplishments and our heritage is especially appropriate here in Bethpage, the home of the LM."

The all-metal replica enclosed in its plexiglass case was built by the Model Shop in Plant 5. It will be on permanent display at Rotary Circle, just south of the railroad station.

Another ceremony, at the Cradle of Aviation Museum at Mitchel Field in Garden City, commemorated the lunar landing and Grumman's participation in the Apollo program. The American Institute of Aeronautics and Astronautics presented the museum with a plaque in honor of the event; Ralph "Doc" Tripp, Vice Chairman of Grumman Allied Industries, Inc., was the guest speaker. Tripp had been LM program director for Grumman Aerospace.

Other LM festivities took place at the



Festivities. Last month, Grummanites in New York and Florida celebrated man's first moon walk. In Bethpage, the company presented a model of the LM to the village. And in Florida (lower left), Grummanites, former Grummanites and their families reminisced at picnic complete with clowns.

Queens Museum in Flushing Meadow Park, which featured four films on the lunar landing, and at the Vanderbilt Planetarium in Centerport where the special program "Footsteps" was shown. The Vanderbilt also had a Grumman-sponsored exhibit of LM artifacts and future space models, as well as a talk by Tom Gwynne, a consulting pilot on the LM, who is now chief production test pilot for the F-14.

But perhaps the nostalgia for the lunar landings was thickest at Cape Kennedy in Florida where over 1,000 people gathered for a 10th anniversary reunion celebration on July 21.

Joe Smitelli, manager of Manufacturing, Planning, and Support at Grumman's Stuart, Florida, facility, coordinated the event. Although some NASA officials were invited, the picnic was primarily

for those Grummanites who were part of the Kennedy Space Center team.

"Incredibly, about three-quarters of the people who came are no longer with the company," said Smitelli. "Some of them have retired, but many were among those who lost their jobs when the Apollo program ended. But they all came back for this. That's the kind of spirit, the camaraderie we had."

GRUMMAN plane news

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Time saver wins Sterling prize

A special tool that saves hours in the maintenance of F-14 electronic ground support equipment earned its inventor John Hartman \$1,645. Hartman, an electronics technician, Plant 7, Calverton, was June's top Project Sterling award winner.

"It would take about an hour to fix this equipment and I knew there had to be a better way," says Hartman. His better way permits connectors in this sophisticated equipment to be tightened in about one minute without dismantling and reassembling.

Three other Grummanites recently received top awards in the Project Sterling program. George Mirecki, a Plant 10 machinist, received a check for \$1,800 for saving the company \$18,000 this year with a simple plan for reprocessing metallurgical test bars.

Reno Napoli, who works in Producability, and Frank Hamilton, who works in Manufacturing Engineering, both in Plant 2, shared a prize of \$1,140. They suggested a method of preparing F-14 hydraulic tubing for painting that will save Grumman \$42,250 during the first year.

A total of 45 Project Sterling awards worth \$5,585 were made for the month of June, with associated savings of \$137,071. Thanks to the "new, improved" Project Sterling program, inaugurated earlier this year, the awards are now made in cash, instead of savings bonds.

The maximum award for suggestions has also been raised to \$10,000, double the previous limit. The awards are based on a percentage — ranging up to 10% — of the first year's savings, expected from putting the suggestion into effect.



John Hartman



Hot dog!

Families relish picnic

The day dawned like many other picnic days: hot and muggy with a chance of rain. But like so many other family get-togethers, the rain never did come, and the large assemblage at Calverton didn't let the heat deter them from having a great day in the sun.

Early on, as camp chairs and hammocks started sprouting up around the picnic grounds, kids were already lining up to get aboard the many rides at the site. Soon after, the soda started fizzing, the beer foaming, the hot dogs steaming, and

the music playing.

Yes, it was a picnic like so many other picnics. With one step you might well come across a face familiar from many years ago... and while trying to recall the name, bump into a person you first met only a few weeks before.

Some of those familiar faces belonged to George Skurla, Chairman and President of Grumman Aerospace, who hosted the picnic, and Jack Bierwirth and Joe Gavin, Chairman and President, respectively, of Grumman Corporation.

They spent a good part of the day meeting people, shaking hands, trying to stay cool, and, in Skurla's case, leading the dance band. As he put it, "Orchestration is what life's all about."

They came in all nationalities, all colors, all shapes and sizes, and all manner of picnic garb. It wasn't only a day in the country; it was a chance to get the family together and to meet other families from Grumman. And it seemed to work... as it has for the past 40 years or more. That's a pretty good record when you think about it.





Picnic menu: all you can eat



It arrived by the truckloads.
And it was consumed by the mouthful.

After hours of softball, volleyball, frisbee, merry-go-round riding and other picnic activities, 25,000 Grummanites get awfully hungry and thirsty.

This year, we consumed 40,000 hot dogs. They were washed down with 12,000 cartons of milk, 90,000 cups of soda and 162 barrels of beer.

And for dessert: 27,000 cups of ice cream.

That doesn't count the treats brought from home.



R.G. Albertson



J.M. DeSanto



C.J. Bero Jr.



G.H. Fincken



G.E. Farley



B. Telesca



J.F. Ivers



P. Fischer Jr.



O. Kohlhaas

service milestones

35

William Wright Jr., Prod. Supervision (2)
Fred H. Roth, Tool Cntrl. (2)
Anthony Bernardis, Mech. Struct. & Assy (43)
Nathaniel W. Schnurman, Instr. Test (89)

30

Kenneth J. Smith, Final Assy (1)
James L. Cunningham, Invent. Cntrl. (1)
Harold J. Fowler, Prod. Cntl-Parts Cntrl. (1)
Eugene Watson, Cntl-Parts Cntrl. (1)
Salvatore R. Rizzo, Tech. Reqts. (1)
John F. Suss, Qual. Eng. Prod. Supp. (1)
Wallace G. Schulein, Sub-Assy Major (2)
Joseph J. Pontorno Jr., Matl. Offsite Supp. Cntl. (2)
John G. Poli Jr., Pro. Cntl-Parts Cntrl. (2)
William J. Devine, Mfg. System/Doc (2)
Albert R. Greci, Assy Tool & Hand Equip. (2)
John Duggan, Special Tool Des. (2)
Joseph M. Oakes Jr., Indust. Safety (2)
Wallace Scott, Employee Servs. (2)
Edward C. Bennett, Convent. Mach.s (3)
Felix A. Zorskis, Center Section Final (3)
William Schoppmeyer, Mach. Oper-Parts Ctl. (3)
Alexander J. Zuk, Supp. Equip. Prod. (5)
Charles E. Frank, Mgt. & Staff (5)
Richard P. Maher, Corp. Syst. (5)
Henry G. Bramwell, Instr. Test (6)
Ernest S. Randall, Proj. Mgt. (6)
Frank Kowalesky Jr., Repair Cntrl. (6)
Robert Sagl, Final Assy Insp. (6)
Herbert R. Schmidt, Maint. Controller (7)

John G. Huber, Adv. Matl. & Proc. Dev. (12)
Thomas Lashinsky, Traffic (17)
Edward D. Watts, Trans Office (2)
Joseph R. Romanoski, Rec. Insp. Plnng. Methods (24)
Thomas J. Longo, Prog. Plnng. Cntrl. & Budg. (25)
James J. Mulligan Jr., Config. Data Mgmt. (25)
Stuart G. Harvie, Syst. Eng. Mgmt. & Staff (35)
Frank Salentino, Assy Method & Plnng. (36)
Howard A. Kaufman, Prod. Supv. (43)
James J. Dunn, Prod. Mgt. (66)
Walter Fotey, Production (66)
Joseph E. Holmes, A/C Syst. Serv. (87)
Ludwig Blum Jr., Prod. Mgmt. Ops/Staff (77)
Richard E. Terry, Elec. Sub Assy (77)
Harvey E. Abrams, Supp. Equip. Serv. (80)
William J. Johnson, ILS Servs. (94)

25

Robert G. Albertson, Prototype (1)
Joseph M. DeSanto, Fuselage Assy (1)
Charles J. Bero Jr., Heat Treat (2)
George H. Fincken, Ctr. Sect-Sub Assy (2)
Gerard E. Farley, Fuselage Joining (2)
Benjamin Telesca, Hydraulics (2)
Joseph F. Ivers, Mfg. Sched. (2)
Philip Fischer Jr., Maint. Indust. Cntrl. (2)
Otto K. Kohlhaas, Insp-Supp. Equip. (2)
Robert M. Malewsky, Engraving (3)
Robert J. Crossley, Final Assy (3)
Rudolph C. Ramecke, Mach. Oper. Tech. Serv. (3)
Martin C. Beltrami, Prod. Cntl. Parts Cntrl. (3)
James Pope Jr., Det. Pts. Plnng. (5)
Robert H. Beck, Support Equip. Prod. (5)
Raymond T. Rice, Adv. Syst. (5)
Richard F. Alfred, Maint-Rearrangement (6)

(Continued on page 8)



G.J. Barbieri



A.E. Veprovsky



D.R. Snell



D.R. Yannucci



C.E. Squires Jr.



R. Keenan



F. D'Amico



P.J. Lagan



V. Peckenschneider



R. Sokolowski



P.J. Couluris



R.D. Semprini



M.J. Genna



H. Nadworny



J. Goldfarb



J. Cavalluzzi



R.J. Crossley



R.C. Ramecke



M.C. Beltrami



J. Pope Jr.



R.H. Beck



R.F. Alfred



G.R. Bradley



L. Jernick



P.S. Salinder

Summertime and the livin' ain't easy

Summer is the season for the young around Grumman.

From May through August, 500 college students leave the academic world to fill slots throughout the company vacated by vacationing Grummanites.

The rest of us look a little older by comparison.

Grumman received more than 1,800 applications for summer employment this year, and departmental requests for summer help far exceeded the number of students that could be hired under the budget.

Because only a minority of the applicants can be hired, the selection of the students depends on several factors, including the special needs of a department and the particular skill of the student. Another consideration is their parent's seniority at Grumman. And students must have completed one year of college.



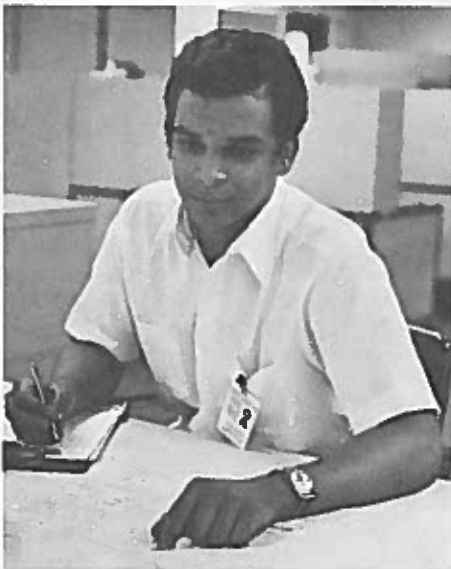
BERNIE RIEMER

majoring in mechanical engineering, is spending time in the tool shop in Plant 2.

"It's turned out to be really good for me," he says. "If an engineer is going to design a fixture or a tool, he has to know how the fixture or tool will be made by the shop. This is giving me a broader outlook."

Christopher McCalla, a sophomore at Tennessee State University majoring in technical aeronautics, was able to land a summer job in his field of interest in the Flight Test Center in Plant 7. "I want to become an Air Force pilot when I graduate and this job is helping me to become familiar with airplanes and airborne systems," Chris says. If he decides against making the Air Force his career, Chris may consider another possibility: Grumman. "Who knows," he says. "I may come back here."

But for those students whose jobs are unrelated to their majors, working at Grumman has other advantages: for example, a better understanding



CHRISTOPHER McCALLA

of the parent who works here.

For Michael Wright, working at Grumman has meant the first chance to see the inside of the place where his father has worked for so many years. Michael, a freshman at Rensselaer Polytech planning to major in electrical engineering, is spending the summer in Chemical Milling in Plant 3. "I'm working in the same plant as my father," Michael says, "and he takes me around during lunch hours and introduces me to people he works with." Michael was an alternate in the Grumman Scholarship program.

Bill Nixon has been working on F-14s in Major Assembly in Plant 1 this summer, which has no direct connection to his business administration major at Stony Brook. But, he feels, "any kind of work I do for a company like Grumman will look good on my resume."

Bill's father died recently, after



BILL NIXON

Lisa says, "but the work here is steady and you get a paycheck every week. Sometimes at the racetrack they wouldn't pay you."

Lisa has found her summer experience worthwhile beyond its monetary advantages. "I've grown up a lot working at Grumman. I've learned about human nature, and how to handle different kinds of people. Experience in frying eggs may not be useful in the future but knowing how to deal with people is important to me."

The employment of summer students is a two-way street, says Pfaeffle. "It helps the students by giving them an opportunity to see job possibilities they hadn't considered before, or it can confirm the choices they had already made. And it gives the company an opportunity to look at people before they are offered a full-time job. The summer students are good for Grumman. The come in here with fresh ideas."



LISA BRADLEY

working at Grumman for more than 23 years. "He used to talk a lot about airplanes, but I didn't know it was so complicated building them. I'm sorry I didn't get the chance to share this with him, going to work together. Working at Grumman has helped me to understand him better."

With tuition costs getting higher every year, money is a very important consideration for college students. "I try to put aside enough every year to meet a certain amount of my expenses," says one young woman. "And if you don't have something lined up by Easter vacation, you can just forget about working. Summer jobs are very hard to find; especially ones that pay well. I really felt lucky to get this."

Lisa Bradley, a nursing student in her junior year at Hartwick College, has spent several summers working with horses at stables and racetracks. This year she is working in the Plant 7 buffeteria, frying eggs and hamburgers. "I like working out of doors,"



CLARE CUNIFFE

"The goal of the program is to encourage students to come to work for us, to let them gain insight into the company and to sharpen their skills," says Charles Pfaeffle, General Employment manager and coordinator of the Summer Student program.

This is the second summer at Grumman for Clare Cuniffe, a junior at Manhattan College majoring in marketing. Last year she worked in Corporate Program Management; this summer she is a project planner working on the Shuttle Wing program in Engineering Resources, Plant 25.

"Both jobs have given me an opportunity to learn the way a business operates," Clare says. "This is good experience for me." She hopes to have a career in either advertising or personnel.

Bernie Riemer was disappointed when he didn't get a chance to work in an engineering department this summer. Instead Bernie, a junior at the Stevens Institute of Technology

Tourney registration

_____ Horseshoe-single	Name _____
_____ Horseshoe-doubles	Mail station _____ Ext. _____
_____ Handball-single	Partner's name _____
_____ Handball-doubles	Mail station _____ Ext. _____
_____ Paddleball-doubles	Mail to GAA, A-01, to arrive by Aug. 17.

Autumn tourneys set

If you're a participant in one of those sports at Grumman which provide a lot of enjoyment but very little recognition, your day in the sun is near at hand. The annual horseshoe, handball, and paddleball tournaments are scheduled to begin on Monday September 17.

Those competing in handball and

paddleball from the Bethpage complex will travel to the Bethpage Town Park for tourney encounters. Horseshoe participants will meet at the "pits" on the north side of Plant 3. Entrants at Great River and Calverton will meet in tournaments at their own sites.

To be eligible, however, you must register with GAA by Friday, August 17. Horseshoe and handball entrants may enter singles and doubles competition; only doubles teams may register for paddleball. All those interested in these events should fill out the accompanying form and send it to GAA, Mail Stop A-01, so that it arrives no later than Friday, August 17.

Golfers lead league

Grumman golf squads go on winning championships in the L.I. Industrial League year after year, much like the N.Y. Yankees do in the major leagues but without the ego-bruising encounters and attendant show-biz publicity.

This season is no different. Grumman golfers are again leading the industrial campaign at the half-way point, with only a tie against Sperry marring an otherwise perfect record.

In their most recent links engagement, Bob Chalus, Jim Alverson, Jim Minsky, and Steve Lake teamed up in better-ball match play to blank LILCO, 2-0.

GAA sports shorts

If you like to plan ahead, GAA has two trips on tap that could tickle your fancy. If you're big on Americana, try the jaunt to Williamsburg, Virginia, from September 13-16 or September 20-23.

Tab for the four-day trip is \$165 per person, double occupancy; \$225 per person, single occupancy, or for the economy minded, \$150 per person, triple occupancy. Transportation by deluxe coach, six meals, taxes and gratuities are included.

Anyone can go to Cape Cod in the summer -- that's the "in" thing to do. But how many spend the autumn days at the Cape in restful solitude. You can do it, from Sunday, October 5-7, for \$113 per person (triple occupancy), \$119 (double occupancy), or \$137 (single occupancy) at the Holiday Inn at Falmouth, Massachusetts. Also coming your way will be four meals and all taxes and gratuities and admissions, as well as a comfortable round-trip bus trip.

Frisbee

Signs of summer madness. Frisbee devotees at Plant 35 met in fierce but friendly competition in the parking field recently, testing their skills in tosses for distance and accuracy.

When the frisbee flipping was completed, chief judge Adrienne Marcus had declared that Harry Kingsmore Jr., Richard Hom, and Donna Stapleton finished 1-2-3 in the distance event, while Kim Kirschberg, Basil Leftheris, and Lee Norberg -- disdaining muscle for finesse -- gained similar acclaim for accuracy.

There is talk of moving the championships next year to Jones Beach.

Bowling

Do nice guys finish last, as Leo Durocher once said? (Leo who?) Should you want to do better on the bowling lanes and still win popularity contests, you might want to take advantage of a pin clinic coming up at Sheridan Lanes in Mineola. GAA has set the sessions from 5-7 p.m. on Tuesdays and Wednesdays, August 7-8, 14-15.

Nobody's perfect, but if you want to be better, call GAA, Ext. 2133 or 2269, for more information.



Golden oldies. The Grumman varsity softball team recently took on yesterday's stars in an exhibition game with former team members. Over 200 fans showed up at the Plant 3 playing field to root for their favorites.

milestones

[Continued from page 6]

Glenn R. Bradley, Maint. Facil. Equip. & Gen. (6)

George R. Saxton, Maint. Facil. Equip. & Gen. (6)

Leo Jernick, Maint. Wast. Dispos & Grond. (6)

Peter S. Salinder, Structures (6)

Gerald J. Barbieri, Indust. Eng. (6)

Arthur E. Veprovsky, Trans-Equip. Maint. (7)

Donald R. Snell, Elect. Fab. (7)

Dominic R. Yannucci, Maint-Rearrangement (12)

Victor L. Peckenschneider, ILS Tech. Writ. (15)

Robert Sokolowski, ILS Tech. Writ. (15)

Graham M. Serr, Pl. Protection (18)

James Cooley, Cntrl Rec. (24)

Paul Couluris, P.M. Navy Prog. Staff (25)

Robert D. Semprini, Repts. Plng. (30)

Charles E. Squires Jr., Dynamics (35)

Robert Keenan, Syst. Eng. Mgmt. & Staff (35)

Louis R. Sciafani, Mech. Struct. & Assy (43)

Francis A. D'Amico, Mech. Dtls. & Fin. (43)

Joseph W. Moldashel Jr., GSF Sched. (43)

Charles F. Broadway, Prod. Supv. (44)

Philip J. Lagan, Invent. Mgt. (44)

Mario J. Genna, Insp. Elect. (44)

Richard W. Corrigan, Mfg. Plng. (66)

Robert M. Stevens, Prod. Mgmt. Ops/Staff (77)

Norman E. Reid, Dassault (77)

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